



North Carolina  
DEPARTMENT OF TRANSPORTATION

# 2015 Comprehensive State Rail Plan

July 8, 2015

Paul C. Worley, CPM  
Rail Director

# Comprehensive State Rail Plan

- Federal Requirements
  - Passenger Rail Investment and Improvement Act of 2008 (PRIIA)
  - State Rail Plan Guidance (FRA, September 2013)
- Emphasis on desired outcomes & program effects of NC's vision for rail and transportation
- Integrates the Governor McCrory's 25-Year Vision
- Near term projects set in part by Strategic Transportation Investments P3.0; Statewide Rail Plan can be used as guide to develop partnerships and projects for next round of STI P4.0



# Comprehensive State Rail Plan Timeline

- Requesting approval by the Board of Transportation
- The Executive Summary has been provided
- The Draft Comprehensive Statewide Rail Plan is available at <http://www.ncbytrain.org/projects/rail-plan.html>

	Date
Rail Planning Forum	November 12, 2013
Legislative Briefing*	March 12, 2014
Technical Advisory Committee Meeting 1	April 17, 2014
Technical Advisory Committee Meeting 2	September 19, 2014
Multi-Modal Committee Briefing	January 7, 2015
Submitted to FRA for Review	January 30, 2015
Released for Public Comment	February 25, 2015
Submitted for FRA Approval	June 5, 2015
<b>Adoption by the Board of Transportation</b>	

\*Briefing was given to the NC members of the VA-NC Interstate High Speed Rail Compact

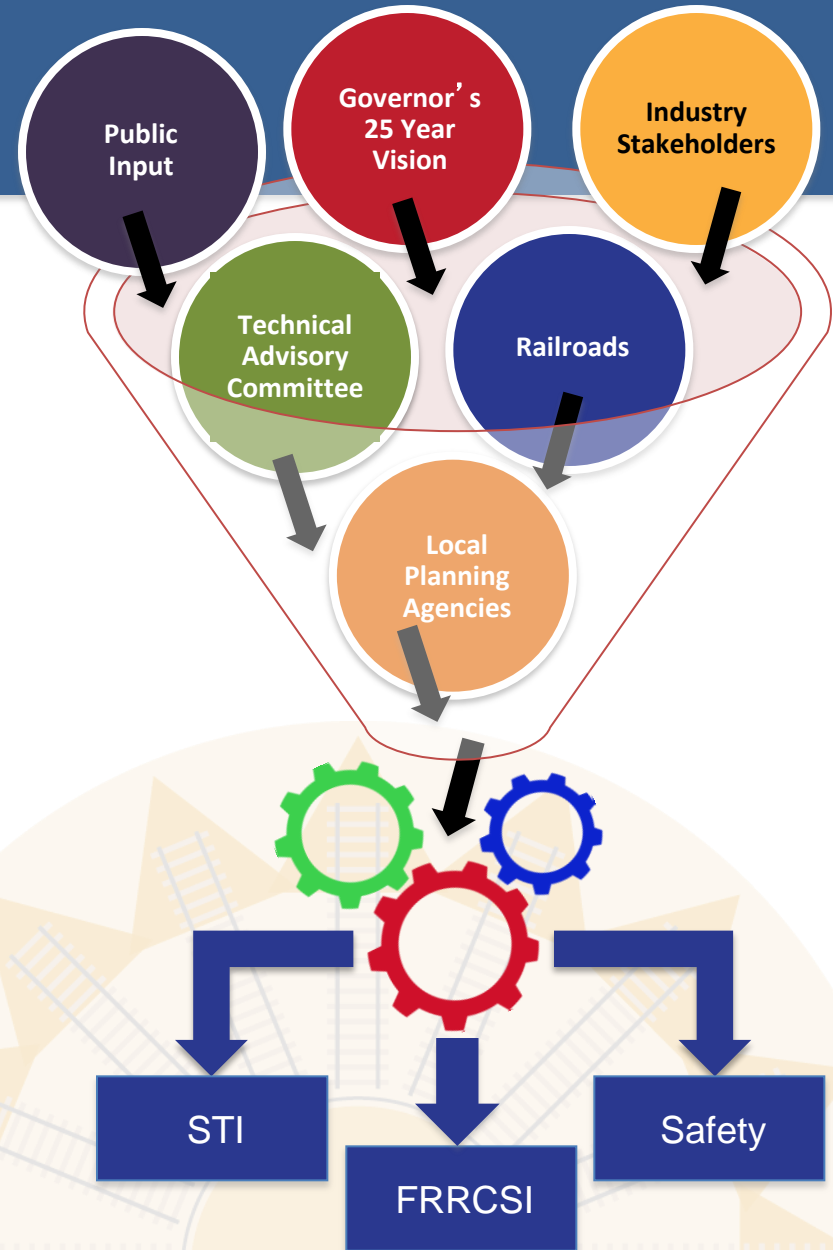
# State Rail Plan Process

## Statewide Rail Plan Inputs

- Governor's 25-Year Vision
- Technical Advisory Committee
- Railroads
- Industry Stakeholders
- Public

## Statewide Rail Plan Uses

- Identify freight, passenger and safety needs
- Identify strategic and funding partnerships with railroads, local governments, and others
- Identify projects for development through STI

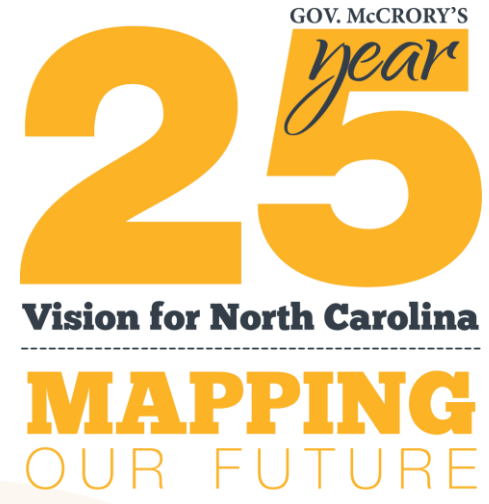




# Comprehensive State Rail Plan

## Integrating the Governor's 25-Year Vision Rail Related Goals:

- Improve rail connections between military bases and ports
- Provide and improve intermodal facilities to support freight shipping
- Pursue regular intermodal service to the Port of Wilmington
- Improve rail access to GTP and Port of Morehead City
- Provide economically competitive rail service to inland ports
- Improve rail and seaport connections to I-95 to serve the Eastern US
- Support connections to privately-developed mega-sites
- Expand mass transit options, including rail
- Expand passenger rail options in all regions of the state



# Economic Impact of Rail in North Carolina

## Railroad Direct Economic Impacts for Freight and Passenger Rail in North Carolina

	Freight (2014 Dollars)	Passenger (2014 Dollars)
User Cost Savings (Shipper)	\$1,496M	
Amtrak Wages and Purchases		\$89M
Tourist Spending		*\$2M
GSMR Direct Wages and Purchases		\$6M
GSMR Tourist Direct Spending		\$16M
Pavement Savings	\$96M	\$4M
Congestion Savings	\$162M	\$4M
<b>Total</b>	<b>\$1,754M</b>	<b>\$121M</b>

*\*Tourist spending, pavement savings, congestion savings, auto emissions, and safety for passenger rail are based on trips to NC that would not have been made without rail.*



# Summary of Freight, Passenger and Safety Needs

Category	Funding Needs (2014 \$)		
	Near-Term (2015-2019)	Mid- and Long-Term (2020-2040)	Total
Freight (Class I System)	\$15M*	\$1,109M	\$1,124M
Freight (Short line System)	\$94M*	\$157M	\$251M
Passenger	\$49M	\$5,027M	\$5,076M
Safety	\$40M	\$160M	\$200M
<b>Total</b>	<b>\$198M</b>	<b>\$6,453M</b>	<b>\$6,651M</b>

*\*Freight needs for the Class I system are based on projects identified and funded in STI P3.0. Freight needs on the short line system are eligible for funding through FRRCSI; needs outpace available funding through that program alone.*





# Plan Draft Recommendations – Freight

- Develop intermodal facilities and service improvements
- Meet port related access and infrastructure needs
- Accommodate emerging and growing Industries
- Assess mega-site access and infrastructure needs
- Implement mainline capacity and operational improvements
- Preserve corridors and reactive strategic connections  
(Example: S and SA lines)
- Traffic separation studies





# Plan Draft Recommendations – Passenger

## Southeast Corridor

- Implement 4<sup>th</sup> and 5<sup>th</sup> *Piedmont* frequencies
- Add stops, and improve travel times
- Construct multimodal stations – Charlotte & Raleigh
- Secure S-Line corridor and complete service planning

## New Markets

- Utilize Thruway bus services to grow markets/ridership
- Incrementally develop WNC and SENC service
- Conduct studies for future market connections



# Discussion and Resolution

